

No.	Identification number of high-ways	Bridged water	Location	Type of construction	Required steel in tons	Estimate of costs
1	RAB - East Ring around Berlin	Hueggelspree	Burig (N 53/V 13)	steel plate girder bridge	22	350,000
2	RAB - Southern Ring around Berlin	Oder-Spree Canal	Wernsdorf (N 53/V 03)	" " " "	45	320,000
3	RAB - Southern Ring around Berlin	Dahme River	Niederlehme (N 53/V 02)	" " " "	56	400,000
4	RAB - Western Ring around Berlin	Sacrore-Paritzer Canal	Uetz (N 53/ 2 54)	" " " "	20	380,000
5	RAB - Berlin - Dresden	Spree River	Madlow (52/A 56) (south of Cottbus)	" " " "	124	260,000
6	RAB - Berlin - Frankfurt	Dehmsee	Berkenbrueck (N 53/V 33)	" " " "	74	960,000
7	?	Strenggraben	Werder (N 53/2 53)	?	?	170,000
8	R1	Silo Canal (Quenz Bridge)	Brandenburg (N 53/2 23)	reinforced concrete bridge	126	450,000
9	R1	Havel River (Baumgarten Bridge)	Werder (N 53/453)	steel truss bridge	58	400,000
10	R2	Oder-Havel Canal	Eberswalde (N53/V08)	temporary structure	72	250,000
11	R96	Oder-Havel Canal	Havelhausen	emergency bridge, Kohn type bridge equipment	35	250,000
12	R5	Oder River	Frankfurt/Oder (O 53/V 63)	reinforced concrete bridge and Kohn type bridge equipment	348	2,500,000

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No.	Identification number of high- ways	Bridged water	Location	Type of construction	Required steel in tons	Estimate of costs
13	R109	Oder-Havel Canal	Zerpenschleuse (1) Kolonie Kienitz (N 53/Z 88)	emergency bridge	21	250,000
14	L110 OH26	Oranienburger Canal	Finnow (N 54/U 57)	steel truss bridge	65	250,000
15	R2	Branch of Havel River	Nedlitz/Nord (2) (N 53/Z 63)	widening and dam	23	80,000
16	R107	Bridge across flood area of Havel River	Havelberg (N 53/Y 97)	steel truss bridge	130	250,000
17	R2	Saerow Canal	Nedlitz/Sued (N 53/Z 63)	steel truss and piers	56	250,000
18	R167 (formerly R5)	Havel River	Liebenwalde (3) respectively Neu Holland (N 53/Z 79)	reinforced concrete bridge	95	250,000
19	L10 203	Finow Canal	Liebenwalde (N 53/Z 79)	steel truss bridge	10	250,000
20	L10 203	Oder-Havel Canal	Kreuzbruch (N 53/288)	temporary structure	32	400,000
21	L10 231	Havel River	Zehdeniek (4) (N 53/U 70)	wooden draw bridge	5	320,000
22	RAB - Berlin- Hannover	Amster Canal	Nahmitz (N 53/Z 42)	reinforced concrete, steel bridge sections	42	203,000
23	RAB - Berlin - Stettin	across road and brook	Schmoelln (N 53/W 51)	" "	16	160,000
24	RAB - Berlin- Dresden	Zemminsee	Grosskoeris (N 53/Y 01)	temporary structure	35	150,000

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25	RAB - Berlin-Dresden	across road	Vetschau (N 52/I 37)	steel plate girder bridge	15	86,000
26	RAB - Berlin - Frankfurt	" "	Rauen (N 53/ V 29)	reinforced concrete bridge	51	90,000
27	RAB - Berlin - Frankfurt	" "	Nahnen (O 53/V 53)	reinforced concrete bridge (arch bridge)	6	120,000
28	RAB - Berlin-Frankfurt	" "	Ketschendorf (N53/V33)	reinforced concrete	20	50,000
29	R1	Wriesen-Frankfurt railroad line	Seelow (O 53/V55)	reinforced concrete bridge	10	150,000
30	R2	Finow Canal	Eberswalde (N53/V08)	" " "	35	200,000
31	?	Wentow Canal	Dannenwalde (N 54/U 61)	?	?	125,000
32	R167 (Formerly R5)	Voss Canal (Thuerenbruecke)	Liebenwalde (5) (N 53/Z 79)	reinforced concrete bridge	5	100,000
33	R167 (Formerly R5)	Finow Canal	Finowfurt (N 53/Z 98)	temporary structure	6	100,000
34	R 96	Fliegsgraben	Teschendorf (N 53/Z 68)	reinforced concrete bridge	5	17,000
35	R 96	Havel River	Sachsenhausen (N 53/Z 77)	" " "	11	20,000
36	R 96	Friedrichsthaler Havel (Schlausenbruecke)	"	" " "	?	100,000
37	R107	Havel River	Havelberg (N 53/Y 57)	" " "	55	180,000
38	R2	Schwaerze	Speckthausen (N 51/F 08)	" " "	12	50,000

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No	Identification number of high- ways	bridged water	location	Type of structure	Required steel in tons	Estimate of costs
39	R188	Grosser Havellaendischer Hauptkanal	Landin (N 53/2 26)	reinforced concrete bridge	24	200,000
40	R 188	Wassergraben	Landin (N 53/2 26)	?	?	107,000
41	LI0201	Rhin River	Fehrbellin (N 53/2 48)	reinforced concrete bridge	10	90,000
42	?	Babitzer Bach	Babitz (N 54/U 21)	?	?	80,000
43	?	Landgraben	Techow (N 54/U 01)	?	?	30,000
44	?	Nadelbach	Heiligengrabe	?	?	30,000
45	LI0?	Landgraben	Kemnitz (N 53/2 50)	?	?	60,000
46	?	Vorflutgraben	Pritzwalk (N 54/T 91)	?	?	60,000
47	?	Graben	Biesenthal (N 53/2 97)	?	?	40,000
48	LI0 ?	Graben	Lanke (N 53/2 97)	?	?	40,000
49	?	Kanal (Canal)	Uetzdorf	?	?	40,000
50	R102	Brook	Pritzerbe (N 53/2 24)	?	?	30,000
51	LI0340	Niederneuendorfer Canal	Niederneuendorf/ Schoenwalde	concrete bridge	9	160,000
52	LI0 Spandau - Nauen	2x Brook	Falkensee (N 53/2 65)	?	?	50,000 each
53	LI0345	Oranienburg Canal	Eden, west of Oranienburg (N 53/2 67)	steel truss bridge	49	150,000
54	LI10 Rn24	Rhin River	Zippelsforde	wooden draw bridge	22	60,000

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No.	Identification number of high- ways	bridge water	location	Type of construction	Required steel in tons	Estimate of costs
55	?	Brook (Briese)	Summt-Sandhausen (N 53/Z 86)	?	?	30,000
56	RAB Southern Ring around Berlin	?	Genshagen (N 53/Z 82)	temporary structure	2	?
57	"	?	Fahlhorst (N 53/Z 62)	" "	2	?
58	R5 (formerly R103)	Havel-Hauptkanal (main canal)	Fessin NW Nauen (N 53/Z 36)	reinforced concrete bridge	5	?
59	LI0205	Stocknita	Fangschleuse (N 53/V 14)	concrete arch bridge	8	?
60	LI0320	Teltow Canal)	Klein Malchow (N 53/Z 73)	temporary bridge	17	?
61	LI0337	Saerow-Paretzer Canal	Marquardt (N 53/Z 54)	steel truss	37	?
62	LIIO OH11	Ruppiner Canal	Germendorf (N 53/Z 67)	reinforced concrete bridge	16	?

Note: Meaning of abbreviations used in column 2:

RAB - Reichsautobahn

R - Reichsstrasse (National highway)

LI0 - category I road

LIIO - category II road

The data

were furnished by bridge experts who saw these bridges while travelling about.

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- (1) Northern abutment destroyed, southern abutment almost undamaged. The estimated cost of 250,000 eastmarks for the reconstruction of the steel bridge is probably too low. The required bridge span will cost at least 350,000 to which will have to be added approximately 50,000 for the repair of the northern abutment. The emergency bridge is still usable although not in a very good shape.
- (2) The North bridge over the Havel River in Nedlitz, although undamaged, is being dismantled by order of the local Soviet kommandatura. An emergency bridge has been built. The Soviets, allegedly, intend to construct a wider bridge with a greater load capacity.
- (3) A wooden emergency bridge which is in a comparatively good condition although the pegs are loose and all the bolts are missing. The estimated cost for the reconstruction of the bridge to the amount of 250,000 eastmarks will presumably be adequate. The ice breakers in front of the emergency bridge are designed in a faulty manner. They have an angle of inclination greater than 45° so that they cannot absorb the thrust of ice floes and thus may cause the blocking of ice.
- (4) The wooden bridge is narrow and has a limited load capacity. The interlocking of the two flap sections in the middle is so insufficient that even small loads cause clearly recognizable vibrations. According to a sign board set up at the bridge, it has a load capacity of 60 tons. However, the type of construction and the condition of the bridge make it doubtful that the bridge is capable of such loads.
- (5) The steel plate girder bridge, inasmuch as it is still usable, may be raised and a span at the southern end can be replaced. The wooden trestles will have to be replaced by a more durable construction in concrete. The present structure appears to be weak on account of the small number of stringers.

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